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No. 15,041. 號壹十四零千五萬一第 日六初月五年二十三緒光 HONGKONG, WEDNESDAY, JUNE 27th, 1906. 三拜禮 號七十二月六年六零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 8th August, 1905. (S1243)







## SUPREME COURT.

Tuesday, June 26th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS POTTER (CHIEF JUSTICE).

A DISPUTED CONSIDERATION.

Chan Tack sued Chin Yung-leong to recover the sum of \$2,000 balance of purchase money in respect of the sale of certain property.

Mr. H. E. Pollock, K.C., instructed by Mr. G. Hastings (of Mr. John Hastings' office), appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. F. X. d'Almeida e Castro, for the defendant.

Mr. Pollock said the writ in this case was issued on June 5th, 1905, the statement of claim was filed on November 14th, 1905, the statement of defence on December 12th and the amended statement of defence on June 14th, 1906. On the pleadings it was stated that this property was held by Chan Tack in trust for Chan Kwong-yam as beneficial owner. In their amended statement of defence the defendant said that in reality Chan Tack held the property for Chan Kwong-yam, and that he held it for the Nam Sang Yee firm. It was agreed between the parties that no cash was actually paid, but that they were at issue with the other side as to what was actually the consideration paid for it. They contended that the notes referred to in the amended statement of defence, making altogether \$10,000, formed the consideration. The defendants contended that seven promissory notes were handed over as the consideration instead of five. These notes came from the Nam Sang Yee firm, and were endorsed by Chan Kwong-yam himself. The dispute was as to whether there were five or seven notes, and also the further question as to whether it was agreed that interest should be included in the arrangement or not. Leaving out the interest, the amount of the five notes was \$10,000. The plaintiff said that this \$10,000 was left as it was unaccounted for, but it was arranged that this sum should not be paid direct to Chan Kwong-yam, but to a witness called Chan Yung-tai, a sort of middleman or stakeholder appointed between the parties. Chan Kwong-yam was to use that \$10,000 in part to make certain payments. Another curious point raised in the amended statement of defence was that Chan Tack, who held the property, was an infant son of Chan Kwong-yam. The defendant also alleged that Chan Tack was impersonated by a man called Ko Ah-wai in signing to the defendant. This the plaintiff denied.

Evidence was called, and the case adjourned.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WINE (PEINNE JUDGE).

AN UNPAID BALANCE.

Lu Sik-ting, trading as the Kwong Yee, sued the Wing Kee Kong & Co. to recover the sum of \$251.40, balance of amount owing in respect of goods sold and delivered.

Mr. Jackson (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, and Mr. Otto Kong Sing represented the defendant.

Mr. Kong Sing denied that the defendant obtained any goods from the plaintiff.

His Lordship—It comes to this. You've got some goods which you have not paid for.

Mr. Kong Sing—We have not had it from the plaintiff. The man from whom we had the goods is indebted to us, and with respect to these 40 stones a contract was entered into with him.

His Lordship—You cannot bring these different actions into this. The only thing I have got clear in my mind now is that somebody has had some goods and has not paid for it.

Mr. Kong Sing—We say we don't owe any money; we had the stones from a man who is indebted to us.

His Lordship—Pay the money into Court, then if you have an action, bring it against the man in your debt.

Mr. Kong Sing—My friend has an action against the same man; let him bring it.

His Lordship—Are you going to stick to your 40 stones without paying?

Mr. Kong Sing—We never had them from plaintiff. We had them from a witness.

His Lordship—I am not going to let you have them for nothing.

Mr. Kong Sing—We have to pay the man we got them from. This plaintiff in this action has already had \$100 on another contract; now he uses us for 40 stones which were delivered by Shua Kee.

Mr. Grist—You've got to pay somebody. You don't care who you pay.

His Lordship—And you can get a receipt in full.

Mr. Kong Sing—The plaintiff's solicitors wrote a letter asking us to take delivery of 71 stones, and he had no stones.

His Lordship—Why don't you get yourself out of this, then you can summons Shua Kee for breach of contract. Pay into Court for what you received and I will order the action to be withdrawn or non-suited.

Mr. Kong Sing—If your Lordship non-suits the plaintiff without costs.

His Lordship—I want you to pay the money in full. The action is dismissed.

A DISPUTED DEPOSIT.

Leung Yan v. Leung Lai-chun was a case in which the plaintiff claimed the return of a deposit of \$400 from the defendant.

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) for the defendant.

Mr. Kong Sing said the action was brought for the refund of a deposit of \$400 paid as security on the hiring or chartering of a steam launch. The plaintiff on March 6th, 1905, chartered the launch *Yat San* from the defendants, and at the time the

charter was agreed to the hiring was fixed upon at \$100. On March 6th \$160 was paid in advance as hire, and on the following day an agreement was drawn up by the defendant and signed by him; and in that agreement it was stated that there was a sum of \$400 deposited by the plaintiff with the defendant as security for the hire. On the same day a receipt was also given for \$160 paid on the previous day.

His Lordship—Was the rate \$160 a month payable in advance?

Mr. Kong Sing—Yes. This receipt was lost by the plaintiff, but a witness would be called to prove that the money was paid over. The launch was run on subsequent dates in respect of this agreement, and as the instalments became due they were paid by the plaintiff, and receipts were given by the defendant. Some of these receipts were not stamped, but Mr. Kong Sing submitted that they might be stamped afterwards.

His Lordship—Can you stamp a receipt afterwards? Is it one of the things you can stamp after execution?

Mr. Grist—No.

Mr. Kong Sing—It is one of the things not mentioned in the Stamp Ordinance at all.

His Lordship—Can you do it? You cannot stamp a promissory note afterwards.

Mr. Kong Sing—No, my Lord.

His Lordship—Well, I want to know whether you can stamp this.

Mr. Grist—I admit we signed and gave the second receipt, but not the first.

His Lordship—It is rather funny. The writing in the second and third receipts is the same, but the first apparently is not.

Mr. Kong Sing—They are all the same, my Lord. (After referring to Stamp Ordinance.) It does not mention anything about receipts in the schedule.

His Lordship—If it does not mention anything, why do you put a receipt stamp on it? This schedule has been struck out and re-written from 1902. I cannot take the receipt as it stands.

After hearing the evidence, His Lordship gave judgment for plaintiff and costs.

## POLICE COURT.

Tuesday, June 26th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

SQUABBLE.

A Portuguese named Joseph R. Mendes, who described himself as a Sanitary Board foreman, was charged with stealing four chickens from a Chinese woman on two different occasions.

Apparently he had gone to the house and represented that his mission was to examine the drains. On leaving he picked up two chickens, a performance which he repeated at his later visit. Taking the chickens was intended as an opening for the discussion of monetary affairs, but the money not being forthcoming he retained the poultry. It was proved that he had no connection with the Sanitary Board, and his protestation that it was a joke was not taken seriously. He was sentenced to 14 days' imprisonment of each on the two charges.

REPOSING HIRE.

Mr. G. A. Woodcock proceeded against a man for reposing hire. The defendant did not appear, but the master, who was present, undertook to bring him to Court on Friday, till when the case was adjourned.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

A DIFFICULTY.

Mr. W. G. Humphreys charged a chair coolie with being unlawfully in his servants' quarters. He saw the man leave the premises early in the morning and gave chase, but the coolie dropped the chair back to where the number was attached. Two men appeared in response to the summons, but complainant could not identify the man he had seen on his premises, and he doubted if his wife could identify the man.

His Worship said if it was proved against either of the defendants, he would punish them severely.

Mr. Humphreys asked the case to be adjourned for the attendance of his wife, and this course was adopted.

CARELESS DRIVERS.

Mr. P. W. Golding summoned a ricksha coolie for driving in a furious manner, for doing damage to complainant's ricksha, and passing on the wrong side. Mr. Golding said he was riding on Garden Road, when his ricksha was passed by defendant, who suddenly rushed across the road in front and collided with his ricksha, knocking it into the gutter and breaking several spokes. This sort of conduct had become a nuisance and his friends had asked him to take proceedings, with a view to having it stopped.

Defendant was fined \$3 with the alternative of three days' imprisonment on each charge.

FOREIGN MASTERS AND JAPANESE SHIPS.

The foreign captains in the service of the Nippon Yusen Kaisha are being gradually dispensed with, says the *Japan Chronicle* of June 16th. A vernacular contemporary observes that immediately peace was restored, the Nippon Yusen Kaisha appointed Captain Ono to the command of a steamer on the Seattle line, and now the *Asahi* and the *Subaru* are also under command of Japanese captains. The former by Captain Yagi and the latter by Captain Kato. The steamers on the European and Australian lines are still commanded by foreigners, owing to the inexperience of Japanese captains in dealing with foreign passengers and their want of the knowledge of foreign languages. Moreover, little confidence is as yet placed in Japanese captains by foreign insurance companies. A proposal is on foot, however, to appoint Japanese captains to the command of steamers on the European line. The *Yama-maru* made her last voyage under Captain Mio, a Japanese, as an experiment in this direction.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on June 26th at the Board Room. The Hon. Dr. F. Clark (President) presided, and there were also present—Dr. Pearce, M.O.H., Hon. Mr. A. W. Brown, Hon. Mr. W. Chubb, Dr. Macfarlane, Hon. Mr. E. A. Hewitt, Lieut.-Col. Sperker, Mr. F. J. Baddeley, Mr. A. Shilton Hooper, Mr. H. Humphreys, Mr. Fung Wah-chun, Mr. Lau Chu-pak, and Mr. G. A. Woodcock (secretary).

SHOULD BEA KERS' SPEECHES BE REPORTED? On the minutes being submitted for approval, Mr. SHILTON HOOPER referred to one omission in the minutes.

Mr. BROWN then remarked that the reference to confidential papers seemed out of place in the minutes, which were minutes of the proceedings of the Board and not minutes of the President's opinion or Mr. Hooper's inquiries as to what his opinions were. The same applied to the limewashing, the statements concerning which should not be inserted in the minutes. If all that were to be put in it would lengthen the proceedings considerably. Certainly it was not in accord with the usual form.

The PRESIDENT agreed to some extent with Mr. Brown, especially as to the first portion, but he thought the questions and answers as to limewashing should be recorded.

Mr. HOOPER said that the minutes could not be questioned except with regard to their accuracy, and accuracy included completeness. It seemed to him any speech a member made ought to be recorded in the minutes. No objection could be taken to that. He saw no reason why their minutes should not be as full as possible, and he would go further and say that they ought to be fuller in the future than in the past.

The PRESIDENT—It is a matter entirely for the Board to decide.

The LIMEWASHING QUESTION.

The MEDICAL OFFICER OF HEALTH said—Mr. Humphreys said at a previous meeting of the Board that a medical officer of the Board had informed members that limewashing was not a disinfectant. I never informed the Board and Mr. Macfarlane said he did not, therefore Mr. Humphreys must be under a wrong impression.

Mr. HUMPHREYS—I don't think I am.

The PRESIDENT—You asked me, and I said it was not.

Mr. HUMPHREYS—I think you said distinctly at that meeting that limewashing was not a disinfectant?

The PRESIDENT—That is so.

Mr. HUMPHREYS—You applied it on the ground that it was conducive to cleanliness.

The PRESIDENT—I think you are out of order in discussing the question.

Mr. HUMPHREYS—I move the suspension of the standing orders.

The REGISTRAR-GENERAL said—I am opposed to the motion. This is not a question of urgency. The PRESIDENT—And we have a very large agenda before us.

Mr. HEWITT—I think it should be put to the vote.

The motion was carried.

Mr. HUMPHREYS—I was saying when you interrupted me—

The PRESIDENT—You will excuse me, but now you must move a resolution, you cannot speak on an abstract subject, and with regard to any interrupting you, it is my duty to interrupt you when you break the standing orders.

Mr. HUMPHREYS—I beg to move a resolution in the effect that the Government be recommended to go into the whole question of limewashing with a view to either modifying or doing away with the existing regulations.

Mr. LAU CHU-PAK seconded.

The PRESIDENT—I must limit the only answer we can expect is that it is the duty of the Board.

Mr. HUMPHREYS—I will alter the word Government, and insert the words "Sanitary Board."

The PRESIDENT—Well, practically you move that an investigation be conducted by the Board into the question?

Mr. HUMPHREYS—Yes.

The PRESIDENT—By the whole Board or a committee of the Board?

Mr. HUMPHREYS—By the whole Board.

Mr. LAU CHU-PAK seconded the motion as amended.

The PRESIDENT—Are members in favour?

Mr. HOOPER—The question has not been discussed yet.

The PRESIDENT—Well, the mover should have discussed it when he moved his resolution.

Mr. HOOPER—But he is writing out his motion.

The PRESIDENT—Oh! I beg his pardon.

Mr. HUMPHREYS—I must take notice of your answers to the questions I submitted at that meeting, but at the same time I cannot think they are altogether conclusive. It has been found recently that mortar from the walls of a Paris hospital contained 46 per cent. of organic matter. Organic matter is full of life, may be of harmless germs, but on the other hand it may be of germs harmful to life. Before coming to any definite conclusion I would like to submit samples taken from the basements of houses belonging to the Company I manage, and send them to a bacteriologist in Europe. The whole question of limewashing has perhaps given rise to more friction than any regulation we have. The house owners of Hong Kong spend a lakh and a half of dollars annually in limewashing Chinese flats. The old limewash is not scraped off, we simply smear it. I think "smear" is the proper word to use—the fresh limewash on to the old wall. The Government bacteriologist maintains that organic matter is destroyed, but I have grave doubts about it myself. In my opinion the smearing over of these walls makes them like a white-washed wall—fair without and foul within (laughter). Until I get conclusive proof to the contrary I will still hold to my opinion.

The motion was carried.

STANDING ORDERS.

The PRESIDENT—The Board will now resume. Before proceeding with the agenda I think this is the proper place in which to give the answer to the question raised by Mr. Hooper at the last meeting, which is recorded on the minutes. The answer is—

Mr. HOOPER—Which question are you alluding to?

The PRESIDENT—You asked—"Do you admit that the standing orders made by the Board in December, 1905, can still be enforced by the Board?" The answer is only so far as such standing orders relate to regulations or procedure at meetings of the Board. Standing orders for the guidance of officers and servants of the Sanitary Department are now administered by the P.C.M.O. as administrative head of the Department.

Mr. HOOPER—Arising out of your answer, I take it that the standing orders of the Board for the guidance of our meetings stand good.

The PRESIDENT—Yes, so far as they are in accordance with the Ordinance.

Mr. HOOPER—Then I think it is not out of place to ask you if you still adhere to your ruling that I should be out of order if I moved that something you considered confidential should be considered in public. I

would ask the question seeing you have been advised by the law officer of the Crown.

The PRESIDENT—Such a motion as you suggest would not be necessary. It is one of the duties of the President to arrange provisionally what matters had better be discussed in public and what matters confidentially, subject of course to any change made at the meeting. When public matters are discussed and a motion is presented that a few subjects should be taken confidentially, that would be the time when the question should be raised as to whether such papers should be put down to be considered confidentially or publicly.

Mr. HOOPER—I must say a little more on that. Your reason for ruling me out of order when I moved that a certain matter be discussed in public was that the Government had requested that such similar communications should be considered in private, and until that was rescinded you would rule me out of order. You gave me a direct answer and I ask you to-day whether you stand by that answer or are prepared to modify it.

The PRESIDENT—I am prepared to stand by the standing orders.

Mr. HOOPER—And do you think your ruling at last meeting was in accordance with the standing orders?

The PRESIDENT—There is a doubt in the matter.

Mr. HOOPER—Oh! That's all right.

QUESTIONS.

The following questions were asked by Mr. HOOPER:

Question 1. Has the distemper (i.e., limewash) from the interior walls of infected Chinese houses ever been bacteriologically examined with a view to ascertaining the percentage of organic matter therein or with a view of finding out whether the bacilli of tuberculosis, enteric or plague are present? If yes, state results for the information of the Board. If not, why not?

Question 2. Is the mortar from internal limewashed walls in infected Chinese houses ever been examined as above? If yes, state results. If not, why not?

Question 3. Has the distemper (i.e., limewash) or mortar from European dwellings such as Beaconfield Arcade where plague has been recurrent ever been bacteriologically examined as in 1 and 2? If yes, state results. If not, why not?

Question 4. Is old limewash or distemper scraped off before new is put on? (There is nothing in the regulations to enforce this and in the case of Chinese dwellings it is not done as far as my own knowledge goes.)

Question 5. Does not size, which is analogous to gelatine, make one of the finest cultures for bacteria?

Question 6. Assuming that the mortar of internal walls in infected houses contained bacilli harmful to life, would not the coating of such walls with an innocuous substance like slaked lime mixed with a good germ culture like size increase the percentage of germs and organic matter by giving them more to feed on?

Question 7. Assuming the answer to 6 to be yes, is not the very large annual tax on the community which the limewashing regulations entail not only money wasted but money spent in fostering disease?

The replies by the PRESIDENT were—

A. 1. On the 18th inst. I obtained a sample of limewash in actual use in a Chinese house in Queen's Road West and submitted it to the bacteriologist for examination. He reports that it contained no micro-organisms, that it was unable to support the life of the micro-organisms of plague, of typhoid, of cholera and of several others with which he experimented; that one part of the limewash added to five parts of a culture liquid containing actively growing organisms within twelve hours, and that the limewash when dry did not appear to favour the growth of these organisms.

Kennedy's are being conducted in regard to the dry limewash.

A. 2. Numerous experiments have been made in various parts of the world, in regard to viability of the bacillus of plague on the walls of plague infected houses, the results have shown that the bacillus does not survive these conditions for longer than seven days in temperate climate, and for a much less period in tropical climate.

A. 3. The reply to question 2 shows that the subject has been thoroughly investigated though not in connection with Beaconfield Arcade.

A. 4. I understood that the walls are usually brushed and not scraped.

A. 5. No.

A. 6. No. The reply to question 1 shows that the limewash has the opposite effect.

A. 7.

SENIOR INSPECTOR POWERS.

A minute was submitted by the Medical Officer of Health requesting that the senior officers be authorized to enter premises and inspect food in accordance with section 83 of the Public Health and Building Ordinance 1903.

Mr. HUMPHREYS wrote—I am not in favour of increasing the powers of senior inspectors.

Mr. HOOPER—I agree with Mr. Humphreys. Surely three doctors and a veterinary surgeon are sufficient.

Mr. LAU CHU-PAK—The M.O.H. has not given any reason why this power should be extended to the senior inspectors. Are they qualified to pronounce that any food is unwholesome?

The M.O.H.—This matter arises in connection with some tinned food condemned the other day. I was informed in an anonymous letter that there was a quantity of tinned food in a certain shop. I had not time to visit the place myself, told an inspector to go and if he found the meat blown to ring him up. There would be no case if this power were given to inspectors, in which they would condemn food on their own account. I want them to have the right to enter a shop, seize food and bring it up here so that I or someone else may examine it.

Mr. HOOPER asked how many cases were reported to the M.O.H.

Dr. PEARSE replied about three or four a year. There was a great deal of tinned food, but that was not fit for consumption.

He replied to Mr. Hewitt, Dr. PEARSE explained that he only wished the inspectors to be able to enter the premises under the written authority of the M.O.H. or C.V.S.

Mr. HEWITT said with that modification he saw no objection to the proposition. He suggested that the authority be given only to three officers.

The PRESIDENT—You can't have them trespassing on other districts. It must either be the six inspectors or none. Do you prefer six or none?

Mr. HEWITT—Oh, the six.

It was agreed that the resolution as drafted should be submitted to the Crown Solicitor for advice.

BADLY-MADE COFFINS.

Correspondence was submitted relative to the nuisance caused by badly-made private coffins. When the Secretary read the minute by Mr. Fung Wah-chun—This most offensive nuisance ought to be stopped.

Mr. FUNG WA-CHUN interposed—What, what

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TELEPHONE No. 135.

I did not write that. Let me see it, please. I know my writing is bad.

On being handed the minute this gentleman said the minute read—This sort of nuisance, etc. It was decided that the undertakers were responsible and the matter was left in the hands of the Registrar-General.

DEFENDING THE BOARD.

In discussing the drainage work at St. Patrick's Club, Mr. HOOPER complained of the action of Mr. Warren, the architect, in proceeding with the work pending the decision of the Board, knowing that what he had done was against the regulations, and declared that Mr. Warren had acted in defiance of the Board. A strong protest should be sent to Mr. Warren.

LIVING IN PIG-STYES.

The following letter written by Mr. Shilton Hooper was read:

Sir, I desire to bring to the notice of the Board the disgusting dirty and insanitary state of the buildings and land at Tai Hang and Wong Nei Cheong. The floors of the houses pig-styes are in a very bad condition, wide gaps existing in the joints between the rough granite stones forming the floors. The stumps are in a filthy condition and never seem to be cleared or emptied. The hydrant in the pathway is surrounded by water, the pathway between walls away 12 or 12 inches lower than the curb in Shepherd Street. Mats with floors in a wet and filthy condition are used as domestic dwellings. Clothes which are washed in the nullah are stored in these mats before being delivered in town. The mats in which bean curd is made and which was a little while ago partly burned down has never been re-erected and is full of filth. The refuse of the mats is dumped in the nullah where the clothes are washed and dried. Pig-styes are now used as domestic buildings. All the above refers to Tai Hang and an equally bad state of affairs exists at Wong Nei Cheong. The drain to the east side of the village, which is occasionally dammed across, causes the houses to be flooded. The hydrant is barely approachable on account of the condition of the water from the hydrant was like a thick milk. There is no public latrine but an improvised one in very bad condition. Several licensed pig-styes are used as domestic buildings and the pathways running between the buildings are in a filthy condition, having no properly constructed surface drains but those the water has made for itself. I have been informed that there have been unreported cases of smallpox, and there is a case of a man believed to be a leper, whom I saw. He said that he had been sent to Canton twice as a leper, but that they said at Canton that it was not leprosy. However, I think the case should be investigated. I fail to understand why such a state of affairs has been allowed to exist for so long, and I think the Board should take immediate action. I desire that this might be circulated as soon as possible.

Mr. PEARSE said he had not had time to go into details, but he had made a preliminary inspection of those villages. He was not inclined to view their condition with the same amount of alarm as Mr. Hooper. He admitted that a good deal might be done to make them tidier, but certain of the things mentioned had been reported before. The training of nullahs was very necessary, but some of that work was in progress. There was undoubtedly a good deal of rubbish lying about, but it did not do great harm, although it looked untidy. The pig-styes were in need of repairs and the reason why these had not been carried out was because the district had been without an inspector for some time. In conclusion, he said there were certain things which needed attention, and he proposed in the course of the next fortnight to investigate and report.

Mr. HOOPER remarked that Dr. Pearce's objections were milder than those he had used. The Doctor had not referred to the pig-styes being used as dwellings, and he moved that the licences be taken from those people.

The members agreed.

ANTHRAX.

A case of anthrax was reported by the C.O.S. at the Kennedy Town Civil Depot.

CHINESE GRAVES.

A minute was submitted by the Sanitary Surveyor relative to the size of Chinese graves. The PRESIDENT explained that it was desirable to have the paths wide enough to avoid a desecration of the graves.

It was agreed that the papers be referred to the Commission.

LIMEWASHING AT SHA PO.

Correspondence was submitted relative to the limewashing of the houses at Sha Po village, near Kowloon City.

The PRESIDENT recommended that the people be encouraged to do the work themselves.

Further correspondence was submitted



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters, The Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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Telegraphic Address: Press, Codes A.B.C., 5th Ed. Libor's.

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GERMAN, 27 years, 12 years' experience in Europe and the Far East. Thorough knowledge of Import, Export, Insurance, Shipping. Open for immediate engagement. Speaks German, English and French fluently. Apply—

Care of "Daily Press" Office, Hongkong, 27th June, 1906. [1316]

## NOTICE

THE HONGKONG & CHINA GAS Co. beg to notify the public that—

(a) NO SUBSIDIARY CHINESE OR JAPANESE COINS can be accepted in payment of Accounts due to the Company, and

(b) HONGKONG COINS can only be accepted in amounts of \$2 or under.

GEORGE CURRY, Local Secretary, Hongkong, 27th June, 1906. [1317]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW (THURSDAY),

the 16th June, 1906, at 2.30 P.M., at his

SALEROOM, QUEEN'S ROAD, HONGKONG,

SUNDRY HOUSEHOLD FURNITURE,

DRAWING ROOM SUITE, CROCKERY,

GLASS AND PLATED WARE,

PIANO, BICYCLES, COOKING STOVE,

&c., &c., &c.

TERMS OF SALE—As by Customary.

Y. I. REMEDIOS, Auctioneer, Hongkong, 27th June, 1906. [1318]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"

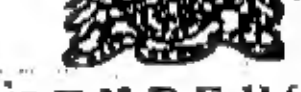
Captain J. S. Roach, will be despatched for the

above Ports on FRIDAY, the 29th inst., at

12 P.M.

For Freight or Passage apply to

DOUGLAS LAFFRAK & Co., General Managers, Hongkong, 26th June, 1906. [1315]



## TENDERS.

TENDERS are invited for the SUPPLY

of CAULKERS and SHOEMAKERS

for the period of 12 Months, commencing 1st

July next, to H.M. NAVAL YARD, HONGKONG.

Forms of Tender can be obtained on application

at the Chief Constructor's Office, H.M. Naval

Yard, and should be submitted not later than Noon on THURSDAY, 28th

June 1906.

F. B. OLLIS, Chief Constructor, Hongkong, 26th June, 1906. [1314]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 20th

December, 1902, and subsequent Notices

Senders of Telegrams are hereby advised that

from 1st July next, the currency equivalent

of the Franc will, subject to revision, after

three months, be fixed at 80.35, at which rate

the charge for all Telegrams will be collected

from the said date.

OLAF NIELSEN, Superintendent, Hongkong, 20th June, 1906. [1283]

THE EASTERN EXTENSION, AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED.

REFERRING to the Notice of 20th

March last, Senders of Telegrams are

hereby advised that from the 1st July next

charges for Telegrams will (subject to revision

after three months) be collected at the rate of

THIRTY-NINE CENTS to equal ONE FRANC.

A. B. SKOTTOWE, Superintendent, Hongkong, 20th June, 1906. [1284]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF

TRADE MARKS.

NOTICE IS HEREBY GIVEN that the

PRESTON PATON MILLING

COMPANY of Washington, in the

United States of America, have on the 23rd

day of April, 1906, applied for the registration

in Hongkong in the Register of TRADE

MARKS of the following TRADE MARK, viz—

A Flour Crushing Roller with the word

"PRESTON" inscribed thereon,

in the name of the said PRESTON PATON

MILLING COMPANY, who claim to be the

Sole Proprietors thereof.

The TRADE MARK has been used by the

applicant in respect of the following goods:

In Class 42 IN RESPECT OF FLOUR.

A Fee-simple of such TRADE MARK can be seen

at the Office of the Colonial Secretary of Hong-

kong.

Dated the 23rd day of April, 1906.

JOHN HASTINGS, No. 32, Queen's Road Central, Solicitor for the Applicant. 973

## TYPEWRITERS

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TYPEWRITING WORK UNDER-

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(late of the Hongkong Typewriting Bureau)

34, Queen's Road Central (Second Floor),

Hongkong, 25th October, 1905. [19]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (THURSDAY),

the 28th June, 1906, at 11 A.M., at the

Hongkong and Kowloon Wharf and Godown

Company's premises, Kowloon,

COMPLETE CEMENT FACTORY,

originally intended to be put up as the

Kowloon Cement Factory, but landed

in Hongkong on account of the Russo-

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the proprietor, Mr. Hereditary Honorary

Citizen Ananly Charlampiewit Tetjakow,

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The Plant of this Cement Factory, which

has been fitted out with the latest technical

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dry-system, consists among others of—

LOGS (Wolf, Magdeburg),

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All in all the whole plant is very nearly the

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Specifications of the Machines and Accessories

as well as any further information may be

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SIEMSEN & Co.,

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in St. Peterburg,

Wassili Orow,

4 Linie, Haus No. 5,

as well as from the Auctioneers, Messrs.

HUGHES & HUGHES,

Hongkong, 28th June, 1906. [1397]

## INTIMATIONS.

NOTICE OF DISSOLUTION OF

PARTNERSHIP.

IN the year 1111 of the Chinese Era, corres-

ponding to the year 1894, the Firm of

HONG KONG & CHINA GAS Co. was

formed by the CHOP GUAN YU and others for

the purpose of establishing the Hongkong Firm

of KIM HONG YU.

On the 1st day of June, 1906, the share and

interest of the Firm of Hong Kong Gas Co. was

transferred to the CHOP GUAN YU and

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## WANTED

A CHINESE CLERK, able to speak

English fluently. Apply by letter in

own handwriting.

Care of "Daily Press" Office,

Hongkong, 25th June, 1906. [1308]

## WANTED SHORTLY.

A N ENGLISH ASSISTANT

TEACHER for the Diocesan Boys'

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Apply to—

The HEADMASTER,

Hongkong, 25th June, 1906. [1309]

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K WONG TAI LOY, Dealer in Rattan

Furniture, Bamboo, Bitts, Matting,

&c., has REMOVED from 13, Queen's Road

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Hongkong, 21st May, 1906. [1190]

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Well furnished rooms facing the harbor.

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Messrs. G. SACHSE,

"St. George's House,"

Hongkong, 17th March, 1905. [144]

## BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 20th September 1905. [673]

## FIRST-CLASS BOARD &amp; RESIDENCE.

"BRASSIDE."

A LARGE AND COMMODIOUS

RESIDENCE standing in its own

grounds, with Tennis Courts, Good Dining and

Reception Rooms, Large Airy and Well

Furnished Bedrooms, every home comfort. Fine

View of the Harbour, Terrace moderate.

Apply to—Mrs. F. W. WATTS,

"Brasside," 20, Macdonnell Road

(late of "Tung Yuen").

Hongkong, 27th June, 1905. [143]

## TO LET.

TO LET.

ONE ROOM, on the Third-floor of QUEEN'S

BUILDING, Chater Road West.

Apply to—

H. N. MODY,

Hongkong, 2nd June, 1906. [1201]

## TO LET.

TO LET.



## S. MOUTRIE &amp; CO., LTD.

HONGKONG  
SHANGHAI TIENTSIN

HAVE JUST RECEIVED SHIPMENT

OF THE  
ORCHESTRELLER CO'S.MERIOLA PIANO  
PLAYER.ESPECIALLY CONSTRUCTED & GUARANTEED  
FOR THIS CLIMATE.The most perfect Piano Player as yet  
invented.It has a delicacy of touch only equalled by  
the World's most famous Pianists and its  
expression leaves nothing to be desired.

PRICE \$425.

SOLE AGENTS:

S. MOUTRIE &amp; CO., LTD.

York Building, Chater Road.

Hongkong, 17th May, 1906. 1527

MITSU BISHI DOCKYARD  
AND ENGINE WORKS.  
NAGASAKI.A.I. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.DOCK No. 3.  
Extreme Length... 722 feet  
Length on Blocks... 724  
Width of Entrance on Top... 84  
Width of Entrance on Bottom... 84  
Water on Blocks at Spring Tide... 34DOCK No. 1.  
Extreme Length... 423 feet  
Length on Blocks... 425  
Width of Entrance on Top... 84  
Width of Entrance on Bottom... 84  
Water on Blocks at Spring Tide... 24DOCK No. 2.  
Extreme Length... 371 feet  
Length on Blocks... 373  
Width of Entrance on Top... 84  
Width of Entrance on Bottom... 84  
Water on Blocks at Spring Tide... 22

PATENT BLANK

The WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING  
and REPAIRING SHIPS, ENGINES,  
and BOILERWORK, and also ELECTRICAL  
WORK.A LARGE STOCK of MATERIAL is  
always kept on hand.  
The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
equipped with necessary gear always ready  
for service. 1175

JUST PUBLISHED.

## CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF  
ABSORBING INTEREST.  
By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs  
Service, Author of "The Mystic  
Flower Land," etc.)THE VOLUME which consists of 461  
pages, and includes a Sketch Plan of  
historical interest showing the disposition of  
the Forces at the battle of Kowloon, is dedicated  
to Sir ROBERT HART, G.C.M.G., and Dr. A.  
RENWICK.Its description of Chinese Social Customs  
and Superstitions, combined with the insight it  
gives into political conditions in China makes  
"CHILDREN OF FAR CATHAY" an excellent  
volume for presentation to friends at home.  
Well bound in Yellow Cloth with Chinese  
Emblem in Gold.PRICE... \$3.50.  
To be obtained from Messrs. KELLY & WALSH,  
LTD., Messrs. W. BARNES & CO., or from the  
Printers and Publishers, the "HONGKONG  
DAILY PRESS" Office.  
Hongkong, 23rd April, 1906.

## S. MOUTRIE &amp; CO., LTD.

SURGEON DENTIST.

No. 10, D'ARAGUARD STREET.

TERMS VERY MODERATE.

Consultation Free.  
Hongkong, 21st September, 1905. 688

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH.ELEY'S, SCHULTZ'S, AMBERITE  
and KENNEDY'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE  
and NEWCASTLE CHILLED SHOT in  
all sizes, Nos. 10 to 55SG. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT &amp; CO.

Hongkong, 23rd November, 1902. 883

**KEATING'S**  
**WORM**  
**TABLETS.**

A purely Veg-  
etable prepa-  
ration, free from  
all drugs, and  
entirely safe for  
children. It is  
the only reliable  
remedy for  
Intestinal or  
Throat Worms,  
It is especially  
valuable for  
Children.  
Sold in Bottles  
by all Druggists.

Proprietors, THOMAS KEATING, London.

## NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY."

FROM ANTWERP, LONDON AND  
STRAITS.

HONGKONG, 21st June, 1906. 1202

## OCEAN STEAMSHIP COMPANY.

LIMITED.

CHINA MUTUAL STEAM NAVA-  
TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PINGSUET,"

are hereby notified that the Cargo is being

discharged into Craft, and or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be subject to Consignee's risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 22nd inst.

Optional Cargo will be landed unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M., on the 24th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undischarged after the 24th inst.

will be subject to rent.

All Claims against the Steamer must be

presented to the undersigned on or before the

prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 23rd June, 1906. 1206

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees

of Cargo are hereby notified that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the

27th June, will be landed at Consignees' risk

and expense into the hazardous and/or

extra hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Company,  
Limited.

Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-  
MEDIATE delivery of their Goods from

alongside, such Cargo impeding the discharge

of the Vessel will be landed and stored at

Consignees' risk and expense.

Bills of Lading will be countersigned by the

undersigned.

DAVID SASSOON & Co., LTD.,  
Agents.

Hongkong, 25th June, 1906. 1312

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBORO'  
LONDON, COLOMBO AND STRAITS.

THE Steamship

"GLENBURET,"

having arrived from the above Ports, Consignees

of Cargo are hereby notified that their Goods

are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Limited, at Kowloon, where

each consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

Optional goods will be carried on unless

instructions are given to the contrary before

4 P.M. TO-DAY.

Goods not cleared by the 2nd July will be

subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the steamer's arrival.

No claims will be recognised if not presented

within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.  
Agents.

Hongkong, 25th June, 1906. 1313

## HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, M.N.R.

THIS Steamer departs from Hongkong

daily (Sundays included), at 7.30 A.M.;

and from Macao at 2.30 P.M.

FARES: (Week days) 1st Class (including cabin

and servant), Single \$3; Return Ticket \$5;

2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION

(the times of departure being in future the

same as on other days) at the following rates:

SUNDAYS ONLY:

1st Class, Single... \$1.00

With Cabin... \$2.00

1st Class, Return... \$2.00

With Cabin... \$3.00

3rd Class, Single... 40 Cts.

Return... 60

Steamer 20 cents each trip.

Meals can be supplied on board, at \$1 per

## THE "AMERICAN HELL-SHIP."

"ATLAN" CREWS ALLEGATIONS DENIED.

With reference to the account published in

the *Japan Advertiser* partly reproduced in the*Daily Press*, as to alleged ill-treatment and

brutality on the part of the captain and officers

of the sailing-ship *Atlan*, towards the members

of the crew, Captain J. C. Amherst, the

master of the ship in question, in a long inter-  
view with a representative of the *Advertiser*  
made the following statement:—"When spoken to at the United States Con-  
sulate by the reporter of the *Advertiser* I

admitted I was somewhat short in my answer, I

felt I was disgraced with the conduct of the

crew after they were treated by myself. The stories told by

several of the crew about brutal

treatment and starvation are all humbug and

nonsense, and officers of vessels, particularly

American vessels, know better than to ill-treat

seamen. I am in this respect the master of the

United States Steamer *Atlan*, a vessel of the

United States Navy, and a heavy

gunboat. The truth is that with the exception of two

members of the crew never sailed on a ship

before, and they were composed of the scum

gathered around New York City. We were

going with them, the two old hands and the

officers taking pains to instruct them. But like

all new hands, they did not like to work, and

when asked to do a piece of work quickly, they

became insolent.

"The sculler's name by the name of Albert

Knapp admitted he was never on a vessel

before, and as discipline was insisted on, he

thought he would pass as a 'hard case,' so he

gathered a gang of discontents like himself and

in many different ways thought he could run

the vessel, and incidentally the officers. On

one occasion, when about two weeks out of New

York, he was ordered along with others by the

second mate to perform some duty aboard, he

gave an impudent pout, blank refusal, the

mate called me, I repeated the order, when he

approached me in an insolent and threaten-

ing manner and refused me point blank. As

he got near me I raised my hand and struck

him lightly with my open hand over the

mouth. I would do the same to any man

at sea or ashore who refused to do his duty

in a proper manner, to say nothing of his threat-

ening attitude. He then became extremely

angry, as became the leader of such a mob

gang, and to sustain discipline and order, I put

him in irons in a proper way, and it is false for

any member of the crew to state that they were

ever struck up 'spread eagle' style on my vessel.

"Several others thought they would follow

Knapp's example, and tried to run the vessel

themselves, but they were refused, with the result

that when kindness and persuasion were useless, I

had them put in irons. If I had allowed them

to run my vessel in their style, I wonder what

would have become of us; I had to show them

that I was commander of the vessel, and I did.

"Is it not true, Captain, that you fired at

Francis McKay while in the harbour here?"

I was asked the question.

No, I did not fire at him, I fired over his

head to frighten him. He rushed at me with a

belaying pin, pulling upon the other members

of the crew to help him get rid of the officers, as

he admitted in his testimony before Consul-

General Miller, and I hastily pulled my revolver

and fired over his head. It had the result I

anticipated, he dropped his weapon, and ran up

the rigging, and when I called upon him to

come down on deck, he ran along the yard and

the spar—overboard—and swam to a sampan

near by.

"I like to say that when we dropped

anchor here, I refused to allow any of my

men to come ashore to see the Consul; they

wanted to come ashore in a body and fill up on

liquor, and as the work of the vessel had to be

attended to, I ordered them to finish their work

when they could go in small parties, but no

one complied with the order. The captain of the

vessel, who was a very old hand, and who had

never dreamed of being court-martialed and

killed for sport. Why on one occasion when making

a voyage between Honolulu and New York the

crew caught over one hundred sharks. They

enjoyed the excitement and sport in catching

them, but this experience and the false reports

made by the crew has taught me a lesson, and

never again, while I am master of a vessel, will

I allow the crew to fish for sport.

"As to the story that the second mate always

lashed the men while spinning the captain, that

is another hobo yarn; my second mate, like my

other officers, is a hustler, and when they spun

the captain he encouraged them along by

singing a small rope and in his hand above his

head.

"But we have had enough of the crew; I

have said all of it and shipped a Japanese

## BARRACK LIFE.

ITS ALLEGED SHOCKING CONDITIONS.

Reasoning as to the alleged cause for the

failure of recruiting a writer in the *United**States Gazette* for June comes to the

conclusion that it is almost entirely due to the

shocking condition of barrack life. He paints

a picture of the terrible hardships which

the unfortunate "recruit" has to undergo, quite

sufficient to "strike a chill into his soul, unless

he makes up his mind to accept the inevitable

and become one of the "hardened," if not a

"discarded," loss heart, and throws up the sponge."

The respectable young man spending his first

night in a barrack room, is horrified to find

glaring white-washed walls, curtainless windows,

bare floors, grimy tables and forms and a fireless

grate. His bed consists of a hard mattress, with-

out pillow or pillow-case (the latter would be

useful without the former), an uncomfortable

bolster in a dingy casing, two "repulsive look-

ing canvas sheets, three brown blankets, which

may have been in use during the previous week

by another man, none too cleanly in his habits."

The writer further criticises the way the table

is spread, lamenting the severity of pepper-pots

and such like absolute essentials to a soldier's

existence. His main complaint is that "it is a

painful admission to make, but nevertheless it

is true, that the language in common use in the

barrack-room to day is nothing short of discus-

sion, and it is this, more than anything else, which

inspires feelings of dislike in young men who

have been decently brought up." Also, although

"the subject is too delicate to deal with pub-

licly," the writer draws attention to the scandalous

sanitary arrangements which exist at night in

barrack-rooms. The exaggerated mode of ex-

pression together with several of the words

selected to savour very much of the old woman,

or the hysterical dame, but as the writer distinct-

ly says, and it may be said, that



## SHIPPING.

**ARRIVALS.**  
CHANGSHA, British str., 1465, Thos. Moore, 24th June—Yokohama 16th June, General Butterfield & Swire.  
CHOWHANG, British str., 1424, E. S. Sandbach, 26th June—Shanghai 21st June, and Swatow 25th, General—Jardine, Matheson & Co.  
INARA MARI, Japanese str., 3887, W. Bainbridge, 25th June—Yokohama via Ports 13th June, General—Nippon Yusen Kaisha.  
KODOROSHI, German str., 678, H. Pahren, 25th June—Kwangshaiwan 22nd June, General—Chinese.  
TELEMACIUS, British str., 1349, Williamson, 25th June—Saigon 21st June, Rice and General—Chinese.

**CLEARANCES.**  
AT THE HARBOUR MASTER'S OFFICE  
June 26th.  
Amoy, German str., for Hongkong.  
Chongchong, British str., for Canton.  
Nord, Swedish str., for Singapore.  
Pina, Waldeemar, German str., for Kowloon.  
Progers, German str., for Kowloon.  
Rajahmundry, German str., for Hongkong.  
Wageningen, British str., for Shanghai.  
Yucatan, French str., for Shanghai.

**DEPARTURES.**  
June 25th.  
Amoy, German str., for Hamburg.  
Amiral, French str., for Saigon.  
June 26th.  
CHONGCHONG, British str., for Tientsin.  
DAPHNE, German str., for Vladivostok.  
DORIS, British str., for San Francisco.  
HAILAN, French str., for Hailan.  
JURA, British str., for Java.  
KORAT, German str., for Bangkok.  
KOWHANG, Chinese str., for Shanghai.  
KOWHANG, French str., for Europe.  
SEKTA, German str., for Singapore.  
SHAKSI, British str., for Shanghai.  
SHAKSI, British str., for Canton.  
TAMING, British str., for Manila.  
Y. NODU, Korean str., for Kuchino.

**SHIPPING REPORTS.**  
The British str. *Chongchong* reports: Experienced fresh to moderate winds and sea throughout.  
The British str. *Telemacius* reports: Light to moderate S.W. winds and fine weather with occasional rain.  
The British str. *Chongchong* reports: Experienced strong S.W. monsoon between Shanghai and Swatow. From Swatow light winds and heavy rain squalls.

**VESSELS IN DOCK.** June 26th.  
ABERNETHY DOCK.—*Alta*, *Poli*, *Apenrade*, *German*, *Swedish*, *Phoenia*, *H.M.S. Rover*, *H.M.S. Stanley*, *Onepole*.  
COMMERCIAL DOCK.—*Frith*.

**VESSELS ON THE BERTH.**  
THE EAST ASIATIC CO. LTD., COPENHAGEN.

**NOTICE.**  
FOR VLADIVOSTOK VIA SHANGHAI AND KOBE.

**THE Company's Steamship.**  
Captain F. Madsen, will be ready to load for the above ports (TO-DAY, the 27th inst.).  
For Freight, apply to  
MELCHERS & Co., Agents.  
Hongkong, 13rd June, 1906. [1305]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
(Calling at TIOU, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship.**  
"AUSTRALIAN."  
Captain McArthur, will be despatched for the above ports on SATURDAY, the 30th inst., at Noon.  
This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 6th June, 1906. [1318]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STRAIT PORT STRAITS, CEYLON, AUSTRALIA, EGYPT, AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship.**  
"ARCADIA."  
Captain W. W. Cooke, R.N.R., carrying His Majesty's Mail, will be despatched from this for MARSEILLES and LONDON Direct on SATURDAY, the 30th June, at Noon, taking passengers and cargo for the above ports.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 18th June, 1906. [1]

**THE Steamship.**  
"GREGORY APCAR."  
Captain S. H. Balseu, will be despatched for the above ports on SATURDAY, the 30th inst., at 1 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 25th June, 1906. [1312]

**THE Steamship.**  
"GLEN" LINE OF STEAMERS.  
FOR LONDON AND ANTWERP.  
"GLENESK."  
Captain J. Rafferty, will be despatched as above on or about the 10th July.  
For Freight and Passage, apply to  
McGREGOR BROS. & GOW  
Hongkong, 18th June, 1906. [1272]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's.	2. From Harbour Master to Blakey Pier.	3. From Blakey Pier to Naval Yard.	4. From Naval Yard to East Point.			
LONDON, &c. via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PESHAWUR	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	About 4th July.
LONDON & ANTWERP	GLENESK	Brit. str.	—	J. Rafferty	McGREGOR BROS. & GOW	About 10th July.
LONDON, AMSTERDAM & ANTWERP	AAJAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PINGUEY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
LONDON, AMSTERDAM & ANTWERP	ORFÈRE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES, &c. via PORTS OF CALL.	TOURANE	Brit. str.	—	—	MELCHERS & Co.	On 10th July, at 1 p.m.
BREMEN, via PORTS OF CALL.	ZITEN	Ros. str.	—	—	MELCHERS & Co.	On 4th July, at Noon.
ODessa	ARCADIA	Ros. str.	—	—	MELCHERS & Co.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	ALLESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 24th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 21st Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	ALCIBIDES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th Aug.
COPENHAGEN & BALTIC PORTS	NORDKAP	Dan. str.	—	—	MELCHERS & Co.	About end of July.
TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Aus. str.	—	—	HAMBURG-AMERIKA LINIE	On 3rd July.
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	RHENANIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 10th July.
GENOA, MARSEILLES & LIVERPOOL	SILEZIA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th Sept.
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
NEW YORK VIA SUEZ CANAL	INDRAHAMA	Brit. str.	—	—	JARDINE, MATHESON & Co.	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	—	—	SEWAN, TOMES & Co.	On 10th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	LOWTHER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 25th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 11th July.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN	EMPEROR OF JAPAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 5th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ONAN	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 3rd July.
PORTLAND, OREGON VIA SHANGHAI, &c.	LYEA	Ger. str.	—	—	PORTLAND & ASIATIC S.S. Co.	On 14th July, Daylight.
AUSTRALIAN PORTS VIA MANILA	NEMANTIA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS VIA TIMOR	AUSTRALIAN	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE SIGISMUND	Ger. str.	—	—	MELCHERS & Co.	On 24th July, at Noon.
YOKOHAMA & KOBE	HUPH	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	ALLESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 3rd July.
YOKOHAMA & KOBE	NUBIA	Brit. str.	—	—	P. & O. S. N. Co.	About 8th July.
JAPAN VIA SHANGHAI	TILWONG	Dal. str.	—	—	MELCHERS & Co.	Quick despatch.
VLADIVOSTOK VIA SHANGHAI & KOBE	KINA	Brit. str.	—	—	McGREGOR BROS. & GOW	Quick despatch.
VLADIVOSTOK VIA SHANGHAI & NAKI	LUCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 29th inst.
CHINKIANG	NANCHANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st July.
SHANGHAI, NAGASAKI & VLADIVOSTOK	TONKIN	Brit. str.	—	—	MELCHERS & Co.	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	—	P. & O. S. N. Co.	About 29th inst.
SHANGHAI	LYEEMOON	Ger. str.	—	—	SIEMSEN & Co.	On 24th inst.
SHANGHAI	AKASHI MARU	Brit. str.	—	—	SIEMSEN & Co.	On 1st July, A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHAOHONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st July.
SHANGHAI	KUANGHANG	Brit. str.	—	—	MELCHERS & Co.	On 2nd July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BATEEN	Ger. str.	—	—	SIEMSEN & Co.	On 5th July.
SHANGHAI & CHINKIANG	SPEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 5th July.
SHANGHAI, YOKOHAMA & KOBE	HOIKOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
NINGPO & SHANGHAI	JOSEPH MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 1st July, at 10 A.M.
TAMAU VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 1st July, at 10 A.M.
AMOI VIA SWATOW & AMOY	FRITHOF	Ger. str.	—	—	DOUGLAS LARPAIE & Co.	On 29th inst., A.M.
FOOCHOW, VIA SWATOW & AMOY	HAITAN	Brit. str.	2 h.	—	JARDINE, MATHESON & Co.	On 29th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	LOONGHANG	Brit. str.	—	—	SEWAN, TOMES & Co.	On 30th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
MANILA	TEAN	Brit. str.	—	—	SEWAN, TOMES & Co.	On 7th July, at Noon.
MANILA	MAUWANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 30th inst., Daylight.
SINGAPORE, PENANG & CALCUTTA	ONSANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 30th inst., at 1 P.M.
SINGAPORE, SAMARANG & SOERABAYA	CHUSANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 3rd July, at 3 P.M.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL AT DAYLIGHT
"NUMANTIA"	4370	Feldmann	July 14th, 1906.
"ARABIA"	4483	Metzenhain	August 14th, 1906.
"ARAGONIA"	5188	Ernst	September 8th, 1906.
"NICOMEDIA"	4370	G. Meisner	September 16th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.  
Hongkong, 26th June, 1906. [13]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amusements. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 30th June, Noon.
RUBI	2540	R. Almond	Manila	On 7th July, Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 25th June, 1906. [15]

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S. "ANGLO SAXON" ... On 10th July.  
S.S. "JOHN HARDIE" ... At 20th August.

For freight and further information apply to  
SHEWAN TOMES & CO., GENERAL AGENTS  
Hongkong, 26th June, 1906. [19]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"GREGORY APCAR."  
Captain S. H. Balseu, will be despatched for the above ports on SATURDAY, the 30th inst., at 1 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 25th June, 1906. [1312]

**THE Steamship.**  
"GLEN" LINE OF STEAMERS.  
FOR LONDON AND ANTWERP.  
"GLENESK."  
Captain J. Rafferty, will be despatched as above on or about the 10th July.  
For Freight and Passage, apply to  
McGREGOR BROS. & GOW  
Hongkong, 18th June, 1906. [1272]

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McGREGOR BROS. & GOW  
Hongkong, 18th June, 1906. [1272]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,806	E. V. Roberts	On 27th July.
TREMONT	9,806	T. W. Garlick	On 22nd August.

For further information apply to—  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 25th April, 1906. [7]

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The two screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
QUEEN'S BUILDINGS, Hongkong, 25th April, 1906. [7]

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## VESSELS ON THE BERTH



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND HUNTER PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ORESTES"	On 28th June.	
GLASGOW and LIVERPOOL	"OANFA"	On 2nd July.	
GLASGOW and LIVERPOOL	"ASTANAX"	On 5th July.	
GLASGOW and LIVERPOOL	"LAERTES"	On 12th July.	
GLASGOW and LIVERPOOL	"POLYPHEMOS"	On 19th July.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 26th July.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 2nd August.	
GLASGOW and LIVERPOOL	"DIOMEDES"	On 9th August.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 16th August.	
GLASGOW and LIVERPOOL	"PELUS"	On 23rd August.	
GLASGOW and LIVERPOOL	"CHING WO"	On 30th August.	

## OUTWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.	
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.	
GENOA, MARSEILLES and LIVERPOOL	"PATROCLOS"	On 20th July.	
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.	
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.	
GENOA, MARSEILLES and LIVERPOOL	"TYDEUS"	On 20th August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.	
HAVRE, ROTTERDAM and LIVERPOOL	"ALCINOUS"	On 30th August.	

Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"OANFA"	On 5th August.	
HAMA	"TELEMACHUS"	On 12th August.	

## WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PELUS"	On 12th July.	
	"TYDEUS"	On 15th August.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. (F.R.O.)

Hongkong, 25th June, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
NINGBO and SHANGHAI	"HUPEH"	On 27th June.	
SHANGHAI and NINGBO	"HOIHOW"	On 27th June.	
SHANGHAI and NINGBO	"NANCHANG"	On 27th June.	

FOR	STEAMERS	TO	DATE
SHANGHAI, NINGBO and YOKOHAMA	"CHANGSHA"	On 28th June.	
YOKOHAMA and KOBE	"CHINGTU"	On 28th June.	
YOKOHAMA and KOBE	"LUCHOW"	On 1st July.	
YOKOHAMA and KOBE	"SHAOHSING"	On 1st July.	
YOKOHAMA and KOBE	"KIUKIANG"	On 2nd July.	
YOKOHAMA and KOBE	"TEAN"	On 3rd July.	

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 27th June, 1906.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
TAMUI VIA SWATOW AND AMOI	"JOSHIN MARU"	SUNDAY, 1st July.	
ANPING VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 27th June.	
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"AKAISHI MARU"	SUNDAY, 1st July.	
FOCHOW VIA SWATOW AND AMOI	"THE CHARTERED S.S. FRITHJOFF"	FRIDAY, 29th June.	
	"H. A. HANSEN"	A.M.	

These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
Second Floor, No. 1, Queen's Building.

Hongkong, 27th June, 1906.

T. ARIMA, Manager.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
12 days Across the Pacific in the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel  
12 DAYS YOKOHAMA TO VANCOUVER.  
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "ATHENIAN"	3,882	21st July.
"EMPEROR OF JAPAN"	6,000	28th July.
"MONTEAGLE"	5,500	11th Aug.
"EMPEROR OF CHINA"	6,000	18th Aug.
"TAITAI"	4,425	25th Aug.
"EMPEROR OF INDIA"	6,000	1st Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL  
OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT  
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.  
Intermediate on Steamers £40, and 1st Class Rail £42.

R.M.S. "MONTEAGLE" "TAITAI" and "ATHENIAN" carry "Intermediate"  
passengers only to intermediate rates, affording superior accommodation for that class.  
Passengers Booked through at all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pender Street and Praya, opposite Blake Pier

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# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DATE
ZIETEN	WEDNESDAY 4th July
ROON	WEDNESDAY 11th July
SEYDLITZ	WEDNESDAY 18th July
BAYERN	WEDNESDAY 25th July
PRINZ REGENT LUITPOLD	WEDNESDAY 1st August
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th August
SACHSEN	WEDNESDAY 15th August
PRINZ HEINRICH	WEDNESDAY 22nd August
GNEISENAU	WEDNESDAY 29th August
PRINZ LUDWIG	WEDNESDAY 5th September
PRINZESS ALICE	WEDNESDAY 12th September
PREUSSEN	WEDNESDAY 19th September

ON WEDNESDAY, the 4th day of JULY, 1906, at Noon, the Steamship "ZIETEN"  
Captain F. v. Buzer, with MALES, PASSENGERS, SPECIE and CARGO, will  
leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 2nd July. Cargo and  
Specie will be received on Board until Noon, on Tuesday, the 3rd July, and Parcels  
will be received at the Agency's Office until Noon, on Tuesday, the 3rd July.  
Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50.  
and Parcels should not exceed 200 lbs. in weight, and carries a Doctor and Stewardesses.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class  
281 0 0 142 0 0 72 0 0  
TO NAPLES, GENOA and GIBRALTAR return 91 0 0 46 0 0 23 0 0

TO SOUTHAMPTON, LONDON, BREMEN  
AND HAMBURG return 97 0 0 48 0 0 24 0 0

TO NEW YORK VIA SUEZ  
via NAPLES, GENOA or GIBRALTAR return 164 0 0 82 0 0 41 0 0

via BREMEN or SOUTHAMPTON return 115 0 0 57 0 0 28 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

### VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MALUPE, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	DATE
PRINZ SIGISMUND	TUESDAY, 24th July.
WILHELM	TUESDAY, 21st Aug.

ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND,"  
Captain Lenz, with Males, Passengers and Cargo, will leave this Port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class  
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TO NAPLES, GENOA and GIBRALTAR return 91 0 0 46 0 0 23 0 0

TO SOUTHAMPTON, LONDON, BREMEN  
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ON TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND,"  
Captain Lenz, with Males, Passengers and Cargo, will leave this Port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class  
1st Class 2nd Class 3rd Class  
281 0 0 142 0 0 72 0 0  
TO NAPLES, GENOA and GIBRALTAR return 91 0 0 46 0 0 23 0 0

TO SOUTHAMPTON, LONDON, BREMEN  
AND HAMBURG return 97 0 0 48 0 0 24 0 0

TO NEW YORK VIA SUEZ  
via NAPLES, GENOA or GIBRALTAR return 164 0 0 82 0 0 41 0 0

via BREMEN or SOUTHAMPTON return 115 0 0 57 0 0 28 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

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# JAVA-CHINA-JAPAN LIJN

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JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of July	JAPAN via SHANGHAI	First half of July
TJIMAH	JAPAN	First half of July	JAVA PORTS	First half of July
TJIPANAS	JAPAN	Second half of July	JAVA PORTS	First half of August
TJILATJAP	JAVA	Second half of July	JAPAN via SHANGHAI	First half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

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JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 20th June, 1906.

## SHIPPING IN PORT.

STEAMERS.		
ALDERBURY, British str., 1,354, W. W. Adam, 6th June—Saigon 1st June, Rice.—Dod- well & Co	RAJAHIUT, German str., 1,189, O. Koch, 17th June—Swatow 16th June, Rice & Timber —Butterfield & Swire.	
AMARA, British str., 1,566, C. J. Matlock, 14th June—Saigon, 10th June, Rice and General.—Jardine, Matheson & Co.	RAJAH, German steamer, 1,400, C. Wolff, 20th June—Bangkok 16 June, Rice and Mes- —Chinese.	
AMIGO, German str., 822, N. Bollen, 24th June—Haiphong via Hoihow 22nd June, General.—Jensen & Co.	SAMSEN, German str., 998, F. Schmidt, 24th June—Bangkok 16th June, Rice.—Butte- field & Swire.	
APENRADE, German str., 611, H. E. Gantard, 20th June—Pakhoi 18th June and Hoihow 19th June. General.—Jensen & Co.	SHAOSHING, British str., 1,307, Northcote, 24th June—Shanghai 20th June, General —Butterfield & Swire.	
ATHENIAN, British str., 3,883, A. O. Cooper, 13th June—Vancouver 14th May, Shanghai 8th June, Flou & General.—C. P. R. Co.	SPARACH, German str., 900, Lombard, 17th June—Hoihow 19th June, General.—Jen- sen & Co.	
BEN NEVIS, British str., 2,406, Pritchard, 21st June—Newcastle (N.S.W.) 31st May. Coal. —Shewan, Thomas & Co.	STANLEY DOLLAR, British str., 1,857, Cor- soth May—Meiji 21st May, Coal.—Arnold Karberg & Co.	
CAIRO, Norwegian str., 1,381, J. Larsen, 14th June—Saigon 10th June, Rice.—Aagaard, Thoresen & Co.	SUMATRA, German str., 584, C. Nauer, 14th June—Herbertshohe 23rd May, General —Melchers & Co.	
CHILDIR, British str., 1,102, H. Nilsson, 22nd June—Bangkok 15th June. General.— Nippon Yusen Kaisha.	THEA, German str., 2,119, H. Fahlb, 22nd June —Meiji 15th June, Coal.—Jensen & Co.	
CHINGTO, British str., 1,456, C. Plunkett, 23rd June—Melbourne 18th May, Sydney 28th May and Manila 20th June. Coal. —Butterfield & Swire.	TIENTSIN, British str., 1,330, E. Macken- 21st July—Saigon 17th July, General —Butterfield & Swire.	
CHIVENS, Chinese str., 1,177, Stewart, 24th June—Shanghai 20th June. General. —Jensen & Co.	TOTHI, German str., 2,556, W. Ziegenmayer, 7th June—Meiji 2nd June, Coal.—Jen- sen & Co.	
CHUNKANG, British steamer, 1,417, Cox, 23rd June—Sourabaya 13th June, Sugar. Jardine, Matheson & Co.	TRIUMPH, German str., 769, Kayser, 21st June—Haiphong 23rd June, Rice —Jensen & Co.	
DEVANOWSKI, German str., 1,057, J. V. Bruten, 22nd June—Bangkok and Swatow 21st June, Rice and Meal.—Norddeutscher Lloyd.	TUGA, Norwegian str., 578, Spinsaker, 3rd May—Haokow 24th May, Pig Iron —Chinese.	
DREIFAR, Norwegian str., 1,102, J. Birg, 24th June—Chinkiang 18th June. General.— —Jensen & Co.	VICTORIA, Swedish str., 1,290, Hillberg, 2nd May—Wakamatsu 23rd May, Coal —Aagaard, Thoresen & Co.	
FINTHOFF, Norwegian str., 891, H. H. Harild- sen, 19th May—Wuhu and Chinkiang 14th May, Rice and Groundnut S.—Stensen & Co.	VITROU, British str., 2,750, John Row- 24th June—Newcastle, N.S.W., 1st June Coal.—Order.	
GLISTENBERG, British str., 3,025, R. Webster, 25th June—London and Singapore 19th June, General.—McGregor Bros. & Co.	YURNAN, French str., Malakal, 24th June —Antwerp and Singapore 18th June, General —Messageries Maritimes.	
GREGORY ARCA, British steamer, 2,901, S. H. Belton, 24th June—Alanta 9th June, General.—D. Sassoon & Co.	ZAVIER, British str., 1,619, R. Radgar, 2nd June—Manila 23rd June, General —Shewan, Thomas & Co.	
	Z. Y. DE ALDEIDA, Amer. str., 1,930, E. N. Zou Echnak, 24th June Manila —General.	



